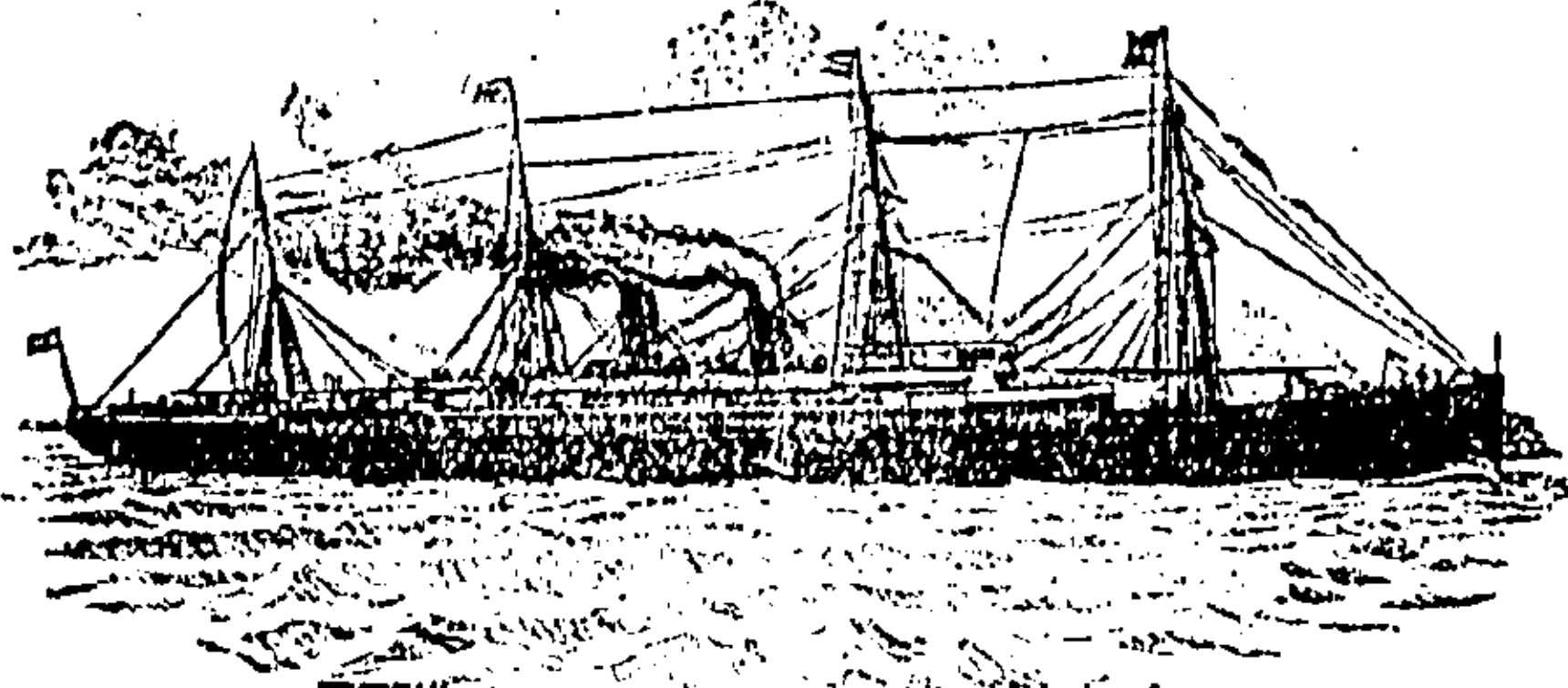


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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	THURSDAY, 10th March, at Noon.
"GALIC"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

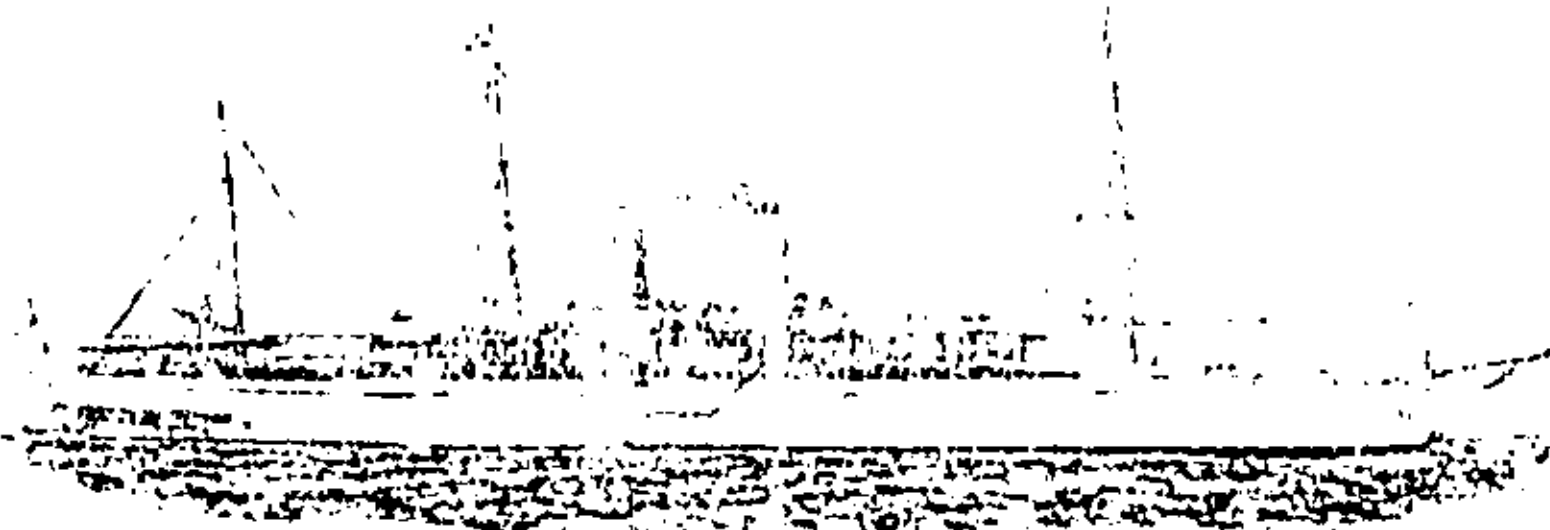
The largest and steadiest and fastest passenger ships on the Pacific Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th February, 1904.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.	
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons	WEDNESDAY, 9th March.
"EMPERESS OF CHINA" 6,000 "	WEDNESDAY, 23rd March.
"ATHENIAN" 3,882 "	WEDNESDAY, 6th April.
"EMPERESS OF INDIA" 6,000 "	WEDNESDAY, 20th April.
"TARTAR" 4,425 "	WEDNESDAY, 4th May.

Hongkong to London, 1st Class, 72nd St. Lawrence 460. Via New York 602. Hongkong to London, Intermediate on Steamers, and 1st Class Rail 440.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and COLOMBO)	1st March. Freight.
Hildebrandt	HAVRE and HAMBURG.	
BAMBERG	(Calling at SINGAPORE and PENANG)	17th March. Freight.
Miltiaff	HAVRE and HAMBURG.	
SAMBIA	(Calling at SINGAPORE and PENANG)	25th March. Freight.
Elling	HAVRE and HAMBURG.	
ALESSANDRIA	(Calling at SINGAPORE and COLOMBO)	5th April. Freight.
SUEVIA	HAVRE and HAMBURG.	
(Calling at SINGAPORE and PENANG)		19th April. Freight.
ARTEMISIA	HAVRE and HAMBURG.	
Gronmeyer	(Calling at SINGAPORE and COLOMBO)	3rd May. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 23rd February, 1904.

GO TO THE KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain J. D. Jones.
"POWAN"	2,338 "	C. F. Morrison, R.N.R.
"FATSHAN"	2,300 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,803 "	J. J. Lassus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. and 7 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12:30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons	Captain T. Hamlin.
"NANNING"	569 "	C. Butchart.
"TAK HING"	614 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Lunch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

"UP-TO-DATE SHORTHAND" has reached Hongkong, where a Permanent Studio has been opened near the G.P.O. and WATKINS, LTD., Queen's Road Central.

1ST LESSON write any Word. 4TH LESSON write 40 Words a Minute. 11TH LESSON write 120 Words a Minute. 21 LESSONS to Completion of Full Course.

TERMS: \$50, or by Instalments. No BOOKS TO BUY, or other Payments to make. May be learned in One Month; the very Dullest in 12 Weeks.

OUR ANSWERS TO QUESTIONS OFTEN ASKED ON THE "UP-TO-DATE SHORTHAND"

Can it be learned as well by post as at your Studio? ...YES. Can a person of ordinary intellect master it in six weeks? ...YES. The full course to completion and fast writing in six weeks? ...YES. Do you examine us on each lesson? ...YES. Personally or by post? ...YES. Is it easy to learn and to read? ...YES. Is it accepted by Government Offices the world over? ...YES. Do you give a certificate of competency on completion? ...YES. Do you supply a lesson book to each pupil and show the date each lesson is given? ...YES. Then this is proof of the pupil's progress; and before receiving the 12th lesson I must write 120 words a minute? ...YES. Shall I be competent to write a shorthand letter and make notes? ...YES. At the third lesson within one week? ...YES. The pupils take as long as they like between the lessons; they master one and then come (or send if a Postal Pupil) for the next.

PRINCIPAL: WARWICK PEELE. (late Special Reporter, British Houses Lords, Commons and High Courts). Hongkong, 25th February, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VOUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 2nd January, 1904.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out from Eagle's Nest Hills, South-East of Tai Po Road (3 1/2 miles), in a direction due North, against the Southern Slope of Needle Hill to the North-West of that road (7 miles) on the 4th March, 1904, between the hours of 8 A.M. and 2 P.M. If the Weather is unfavourable on the above date, Practice will take place on the 5th March, during the same hours.

By Command, A. M. THOMSON, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 25th February, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 1st January, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on SATURDAY, the 5th day of MARCH, 1904, at 12 o'clock (NOON) to receive a Statement of Accounts to 31st December, 1903, and the Report of the General Managers and to elect a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 5th March, both days inclusive. JARDINE, MATHESON & CO., General Managers. Hongkong, 9th February, 1904.

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at 12.15 P.M., on THURSDAY, the 10th MARCH, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1903. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th MARCH, both days inclusive. R. J. MACGOWAN, Acting Secretary. Hongkong, 25th February, 1904.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that, on and after this date, they can obtain

SCRIP CERTIFICATES FOR SHARES OF THE NEW ISSUE IN EXCHANGE FOR HONGKONG AND SHANGHAI BANK RECEIPTS on Application at the REGISTERED OFFICES of the Company, Nos. 38 and 40, Queen's Road Central. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 15th February, 1904.

WANTED.

A LADY is required to act as SECRETARY. Good English necessary. One with Capital can have the Management after One Month's Training. Sure and Large Income. Address:—

"S. and T.," C/o Hongkong Telegraph Co., Ltd. Hongkong, 29th February, 1904.

WANTED.

POSITION as NURSE or TRAVELLING COMPANION to Lady or Children. Return Passage required, if Travelling. Apply to—

No. 267, C/o The H.K. Telegraph Office. Hongkong, 18th February, 1904.

WANTED.

GOOD CLERK Wanted, European or other. Apply to—

ROBINSON PIANO CO., LD. Hongkong, 10th February, 1904.

WANTED.

SITUATION by a YOUNG EUROPEAN with Bank Experience and a Good Knowledge of English, French and Spanish Languages. Apply to—

"X.Y.Z.," C/o This Paper. Hongkong, 1st February, 1904.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints. Special Prices for Quantities.

Sole Agents:—SIEMSEN & CO., Hongkong, 1st January, 1904.

QUEEN'S COLLEGE.

EASTER TERM begins THURSDAY, 3rd March. GEO. H. BATESON WRIGHT. Hongkong, 27th February, 1904.

THE TRYPOGRAPH DUPLICATOR (ZUCCATO'S PATENT).

NEW MODEL with IMPROVED SLATE RED PRINTING SURFACE. 5,000 Copies direct from original in BLACK or any other Colours. Largely used in H.M. Government Offices.

WILL STAND ANY CLIMATE. ORIGINAL, BEST, CHEAPEST, AND MOST RELIABLE COPYING APPARATUS.

For full particulars, Price Lists, Samples of Rubber Stamps, &c., &c. Apply to JACK E. ELLIS, 174, Queen's Road Central, 1st Floor. Sole Agent for E. M. RICHFORD in China. Hongkong, 27th February, 1904.

GREEN ISLAND CEMENT COMPANY, LIMITED. PORTLAND CEMENT. In Casks of 375 lbs. net \$4.75 ex Factory. In Bags of 25 lbs. net \$2.85 ex Factory. SHEWAN, TOMES & CO., General Managers. Hongkong, 15th August, 1903.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

16, DES VOUX ROAD CENTRAL, HONGKONG. SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAIR BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK. AT REASONABLE PRICES. Hongkong, 15th December, 1903.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

[S] now in a position, in his New and Commodious Premises, to eclipse as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality.

Hongkong, 22nd September, 1903.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. J. SAKATA), DENTIST.

No. 20, CONNAUGHT ROAD CENTRAL. Hongkong, 9th February, 1904.

LATE TELEGRAMS.

The Charge of Treachery and Cowardice.

Tokio, 22nd February.
The Tokio *Kokumin* ridicules the charge of treachery and cowardice made by the French Press against Japan, in reference to her procedure at the opening of hostilities, but believes that the Paris Government will adhere to its declaration of strict neutrality.

Russian Refugees.

Tokio, 22nd February.
It is reported that the Russians from the south of the Ussuri have gathered at Posing and the coast, and that a portion of them have already entered Seoul.

Cossacks Crossing into Corea.

Tokio, 22nd February.
It is officially announced that several hundred Russian cavalry have appeared in the vicinity of Anchu, in North Pyongan province (the north-west province of Corea), and the telegraph north of Anchu are interrupted. The city of Pyongyang is still safe.

Demonstration.

Berlin, 22nd February.
There was a large pro-German demonstration in Moscow by the people. But the German Consul only took notice thereof for the purpose of a report, without taking any part by praising Russia or finding fault with Japan. On the other hand, there was a pro-Russian demonstration in Prague against the German Consul General on account of Japanese articles of the German Press.

Accused of Spying.

The *Daily Mail's* report that the German cruisers are spying the movements of the Japanese squadron are declared here to be a perfidious invention, because, as a matter of fact, all movements of the German men-of-war near the field of operations of the belligerents are made only with the consent of the commander-in-chief of the Japanese fleet.

Unfounded Report.

The report of the *Figaro* with regard to secret agreements of Germany with Russia or Great Britain for the Far East is utterly unfounded.

Exaggerations.

All reports of military arrangements for the protection of the neutrality of the different Powers are most seriously exaggerated. A mobilisation of troops is taking place nowhere.

(Echo de Chine.)

Skirmish in Korea.

It is stated in St. Petersburg that, on the 19th, a Cossack picked captured a detachment of Japanese troops on Korean territory.

The "Boyarin."

The Russian cruiser *Boyarin* was damaged at Dalny through striking a mine which had been laid.

SHIPBUILDING AT HOME AND ABROAD.

IN 1903.

We take the following from Lloyd's Register of British and foreign shipping:

During 1903, exclusive of war ships, 697 vessels of 1,192,618 tons gross (viz., 632 steamers of 1,165,503 tons and 65 sailing vessels of 27,115 tons) have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 41 of 15,890 tons displacement. The total output of the United Kingdom for the year has, therefore, been 738 vessels of 1,218,508 tons. These totals are analysed in the tables which are given below, but the following notes will also be of interest. In these notes, war ships are excluded from consideration except where they are specially mentioned.

The output of mercantile tonnage in the United Kingdom during 1903 shows a decrease of 237,000 tons from last year, and is the lowest since 1897. Compared with the returns for 1901, when the output of both mercantile and war tonnage reached the highest level, the present figures show a reduction of 334,000 tons as regards merchant vessels, and 60,000 tons as regards war vessels.

It may be mentioned that 99 per cent. of the tonnage launched has been built of steel, and that nearly 98 per cent. is composed of steam tonnage.

Of the total output, 916,776 steam tons and 13,820 sailing tons, or 930,596 tons in all (89 per cent.) belong to ports in the United Kingdom. In this connection, it should be noted that the losses, &c., of United Kingdom vessels during twelve months are shown by Lloyd's Register *Wreck Returns* average 238,220 tons (202,792 steam, 35,428 sailing). Sales to foreign and colonial owners for the twelve months ended November, 1903, reached a total of 352,000 tons (344,000 steam, 8,000 sail). On the other hand, purchases from foreign and colonial owners during the same period amounted to 65,000 tons (57,000 steam, 8,000 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 92,000 tons, while the steam tonnage has increased by 407,000 tons. The net increase of United Kingdom tonnage during 1903 is therefore about 405,000 tons. For the last four years the estimated net increases were as follows:—1899, 313,000 tons; 1900, 220,000 tons; 1901, 543,000 tons; 1902, 643,000 tons.

In 1903, 18 per cent. of the total output has been acquired by foreign and colonial ship-owners, as compared with 18 per cent. in 1902, 23 per cent. in both 1901 and 1900, 19 per cent. in 1899, 21 per cent. in 1898, and 25 per cent. in 1897. The British Colonies have provided the largest amount of work for the shipbuilders of the United Kingdom, viz., 30 vessels of 33,793 tons (28 per cent. of the total output). Germany follows with 9 vessels of 26,598 tons. Next come Norway with 25,813 tons, and Holland with 18,153 tons.

The annual shipbuilding statistics of Lloyd's Register during recent years have illustrated the tendency towards the construction of steamers of large tonnage. During the four years, 1897-5, on an average eight vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years, 1896-9, the average rose to 25 for the last four years, 1900-3, the average has been 30. Of vessels of 10,000 tons and upwards, only three were launched in the four years 1897-5; 17 were launched during the four years 1896-9; and 32 have been launched during the four years 1900-3. The largest steamers which have been launched during 1903 are the following:

Tons gross.	Tons gross.
<i>Baltic</i> 16,750	<i>Kentmar Castle</i> 13,150
(Not named) 16,750	<i>Armadale Castle</i> 12,850
(Not named) 16,750	<i>Marjorie</i> 12,850
<i>Republic</i> 15,378	<i>Marjorie</i> 12,850

The largest sailing vessel which has been launched in the United Kingdom during 1903 is the *Mauna*, of 2,456 tons.

Of the principal shipbuilding centres of the country, Glasgow takes the lead, showing an output of 239,947 tons. Then follow in order Newcastle (210,360 tons), Sunderland (189,500 tons), Belfast (166,859 tons), Greenock (124,359 tons), Milford (191,675 tons), and Harlepool (80,858 tons). In war ship tonnage the leading ports stand thus:—Glasgow (54,200 tons), Newcastle (33,811 tons), and Barrow (28,750 tons).

In view of the general interest which is felt in the increasing employment of the turbine method of propulsion, it will be well to record the names of the steamers fitted with turbines which have been launched during 1903. They are as follows:—

Tons displacement.	Tons gross.
H.M.S. <i>Amethyst</i> 3,000	Yacht <i>Lorena</i> 1,373
" <i>Eden</i> 565	" <i>Queen</i> 1,676
	Channel Steamer <i>Brig</i> 1,119

In addition, the returns for the year under review include 145 steam trawlers and other fishing vessels; 65 dredgers, barges, &c.; 25 yachts; 25 tugboats; 6 vessels intended to carry oil in bulk; and other vessels designed for special service.

Of the vessels launched in the United Kingdom, 528 of 887,457 tons have been built under the Society's inspection with a view to classification.

As regards the movements of the shipbuilding industry during the course of 1903, Lloyd's Register Returns show that, at the opening of the year, irrespective of war ships, 1,014,067 tons (1,001,730 steam, 22,337 sail), were being built in the United Kingdom. The returns for the March quarter indicated a reduction of 49,000 tons in the work in hand, but the June returns regained the previous level. By the end of September, however, the figures had fallen 117,000 tons short of those with which the year opened, and at the present time the work in progress (viz., 898,478 tons) is less by 125,000 tons, or 12 per cent., than it was twelve months ago. As compared with the work in hand in September, 1902, when the highest figures recorded in the history of the shipbuilding industry were reached, the tonnage now under construction is less by 515,000 tons, or about 36 per cent. As regards the amount of war ship tonnage under construction in the country the highest total recorded by Lloyd's Register was reached in March, 1903, when 454,000 tons displacement were in hand. The total is now 309,510 tons.

There have been built abroad, during the year, 549 steamers of 798,205 tons and 404 sailing vessels of 156,808 tons, in addition to 78 war vessels of 239,210 tons displacement. Among foreign countries, the three leading places are held by the United States of America (182,000 tons), Germany (184,000 tons), and France (93,000 tons).

Of the mercantile tonnage reported from the United States, a considerable proportion does not affect the general commerce of the world, being intended for service on the Great Lakes. As showing the size of vessels employed in that trade, it may be mentioned that twenty-four steamers have been built for it during 1902 of upwards of 4,000 tons each, while seven others range between 3,000 and 4,000 tons. On the coast, nine steamers of over 4,000 tons each, besides six steel and three wooden sailing vessels of over 2,000 tons each, have been launched. The largest steamers included in these figures are the following:—

Tons gross.	Tons gross.
<i>Minnesota</i> 21,000	<i>Maine</i> 7,914
<i>Mongolia</i> 13,638	<i>Missouri</i> 7,914
<i>Manchuria</i> 13,638	

Germany has launched one steamer exceeding 8,000 tons, viz., the *Grietenau* of 8,081 tons, built at Stettin, and thirteen steamers between 4,000 and 8,000 tons. The only important sailing vessel included in the output of Germany during the year is the four-masted barque *Petschili* of 3,087 tons, built at Hamburg, under the survey of Lloyd's Register.

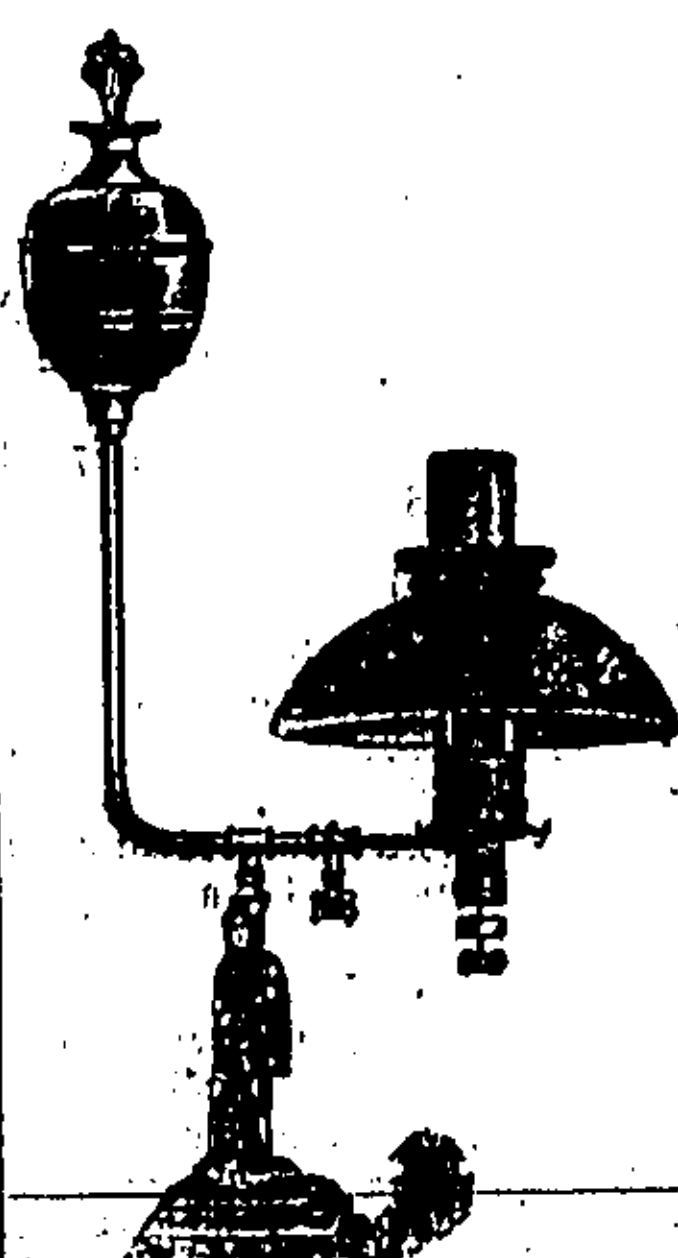
The most significant feature, in respect of the shipbuilding industry in France during 1903, has been the abandonment of the construction of large sailing vessels. During the years 1899 to 1902, the numbers of steel sailing vessels of 2,000 tons and upwards launched in France were respectively 24, 38, 49 and 54. During 1903, not one such vessel has been launched, neither is any now under construction. On the other hand, the steam tonnage launched in France during 1903 amounts to 83,000 tons, or 38,000 tons in excess of the output of 1902. At the present time the steam tonnage under construction in France reaches a total of 105,000 tons, as compared with 77,000 tons at the end of 1902, and 59,000 tons at the end of 1901.

The total output of the world during 1903 (exclusive of war ships) appears to have been about 2,145,000 tons (1,764,000 steam, 182,000 sail). Lloyd's Register *Wreck Returns* show that the tonnage of all nationalities totally lost, broken up, &c., in the course of twelve months amount to about 744,000 tons (419,000 steam, 325,000 sail). The net increase of the world's mercantile tonnage during 1903 is thus about 1,401,000 tons. Sailing tonnage has been reduced by 143,000 tons, while steam tonnage has increased by 1,544,000 tons.

Compared with the net increase for the world, the net increase of 405,000 tons, as stated above, for the United Kingdom is equivalent to nearly 29 per cent. In the net increase of the world's steam tonnage, viz., 1,545,000 tons, of the tonnage launched during 1903, the United Kingdom has acquired over 44 per cent. and of the new steam tonnage the United Kingdom has acquired nearly 48 per cent.

For Sale.

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace, Hongkong, 17th November, 1903. [31]

Auctions.

PONIES! PONIES!! PONIES!!!
THE Undersigned will hold their Annual Sale of RACE PONIES by Public Roup as under:—
TO-MORROW (WEDNESDAY), the 2nd March, 1904, at 4 P.M., opposite the CITY HALL, FIFTY LOTS; and on SATURDAY, the 5th March, at 4 P.M., at KENNEDY'S CAUSEWAY BAY REPOSITORY, upwards of FIFTY LOTS.
HUGHES & HOUGH, Auctioneers.
Hongkong, 26th February, 1904. [294]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, ON MONDAY, the 7th March, 1904, at 2 15 P.M., within his residence "LEIGH TOR," The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:—

MOROCCO and TAPESTRY-COVERED SOFAS and CHAIRS, CANTON CARVED BLACKWOOD DESK and FLOWER STANDS, BRONZE and CLOISONNE VASES, JAPANESE CARVED WOOD SETTEE and CHAIR, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DINNER WAGGONS, TEAKWOOD SIDEBOARD, GLASS and CROCKERY WARE, DINNER SERVICE, DOUBLE BRASS-MOUNTED IRON BEDSTEAD with WIRE and HAIR MATTRESSES, TEAKWOOD ROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, COOKING STOVE and UTENSILS, &c., &c., &c.; ALSO

A large number of PALMS and FLOWERS in LOTS.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 27th February, 1904. [295]

Entertainment.

VICTORIA RECREATION CLUB. SEVENTH ATHLETIC MEETING.

BY Kind Permission of H.E. The Officer Administering the Government, the above Sports will be held under the Rules of the Amateur Athletic Association on MONDAY, the 4th APRIL, on the Ground of the HONGKONG FOOTBALL CLUB (Kindly lent for the Purpose) at HAPPY VALLEY.

Entry Forms and List of Events may be had from the Steward of the Club, Kowloon, or the Undersigned, C/o Messrs. GIBB, LIVINGSTON & CO.
Entries Close on MONDAY, the 28th March, at 5 P.M.
HAROLD C. AUSTEN, Acting Hon. Secretary.
Hongkong, 29th February, 1904. [306]

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOGAN," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th March will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW.
Hongkong, 29th February, 1904. [303]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.
THE Company's Steamship

"INDRAWADI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 7th March, at Noon, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Agents.
Hongkong, 29th February, 1904. [304]

AMERICAN ASIATIC STEAM-SHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"BRAEMAR," Captain S. L. Saxby, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Steaming Company, at Wanchai, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th March will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th March, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.
Hongkong, 29th February, 1904. [305]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN," Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.
From Aleppo, ex S.S. *Pandit*.
Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 26th February, 1904. [14]

S.S. "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Danube* at Malapan, from Havre, ex s.s. *Malapan* and from Bordeaux, ex s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 P.M., TO-DAY, the 24th instant, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, goods remaining unclaimed after WEDNESDAY, the 2nd March, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 2nd March, or they will not be recognised.
All damaged packages will be examined on WEDNESDAY, the 2nd March, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 25th February, 1904. [19]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Oceana* and *Sardinia*.
From Australia, ex S.S. *India*.
From Calcutta, ex S.S. *Sunda*.
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.
Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 27th February, 1904. [14]

Insurance.

NORTH OCEAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1890. [52]

"Sanitas" Purifying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
Is non-poisonous and non-staining, and for disinfecting or purifying the house in which it is used, administered internally prevents Cholera, Typhoid Fever, Dysentery, &c.

"Sanitas" Disinfecting Powder
Is the best air purifier known, and a powerful disinfectant and deodorant, being carbolic acid, diluted being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
Is specially recommended by the medical faculty for use in hot climates, because of its disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
Supply the most and most convenient means of purifying fumigation. For the disinfection of infected places, bedding, clothing, etc., they are best adapted and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUETTES-POSTE FRANCAISES.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 8th March, 1904, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain R. Glingues, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Ville de la Ciotat* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 7th March, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 26th February, 1904. [19]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

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For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 26th February, 1904. [19]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILING FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
-----------	-------	-----------	------

<i>Victoria</i> 3,502	J. Truebridge	Mar. 16
<i>Tremont</i> 9,608	T. W. Garlick	Mar. 25
<i>Olympia</i> 2,837	A. Dixon	April 27
<i>Loyal</i> 4,417	G. V. Williams	May 4
<i>Tacoma</i> 2,812	M. Ridley	May 13
<i>Shamuel</i> 2,616	W. M. Smith	May 21

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

THERE'S NOT A HEADACHE

IN A

WHOLE CASE!

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 27th February, 1904.

TELEPHONE NO. 154.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. CODE, 4th Edition.

A. I. Code.

Standard Code.

332.

10th March, 1903.

The Bear to drink in the tropics is the Bear

made in the tropics—SAN MIGUEL.

NOTICE
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.
On the 8th February, at Renfrew, Scotland,
the wife of Wm. McAUSLAN, I.M. Customs, of a
son.
On the 11th February, at the Hongkong
Bank House, Colombo, the wife of J. D.
TAYLOR, of a son.
On the 23rd February, at 10, Quinsan Gar-
dens, Shanghai, the wife of JOHN HARVEY, of a
daughter.
On the 23rd February, at 180, Bubbling Well
Road, Shanghai, the wife of EDWARD W.
MAITLAND, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 1, 1904.

WHAT WAR TEACHES US.

Though the conflict between Japan and
Russia is yet in its initial stage, several all-
important lessons have been taught to those
who are entrusted with the defence of the
British Empire. The action of the Japanese
fleet at Port Arthur and Chemulpo has
proved conclusively the immense value of
the torpedo-boat when manned by capable
officers and daring crews, and also the vital
importance of constant and careful gunnery
practice as the only possible means of
securing straight shooting in action. But
by far the most valuable lesson has been
given us in the rapidly with which Japan
mobilised her navy and army, and the con-
sequent speed and precision with which she
was able to strike the first blow. From
the birth of Japan's power the Government
of the Mikado has aimed at rapid mobilisa-
tion, and its arrangements to this end were
so thorough that the whole of the effective
fleet was at sea less than forty-eight hours
after the first alarm had been given. The
advantage secured by so much forethought
and skill in organisation is immense, and
that school in England, which imagines
that an enemy will give sufficient notice,
so as to enable defects to be made good and
preparations to be completed on this side,
would do well to take a lesson from Japan's
action. To be ready in war is everything;
it was the secret of Napoleon's successes,
and of the victories of Russia and Germany
in 1866 and 1870. Mr. Roosevelt him-
self, in 1898, when Under-Secretary of
the United States Navy, was eager to
attack the Spanish fleet before it reached
the West Indies, with or without a de-
claration of war, and was supported by
some of the best officers of the American
Navy. In a period of tension, which usually
precedes war, it is difficult to make prepa-
rations without appearing to provoke a con-
flict. It is, therefore, necessary that a
permanent system of mobilisation should
exist which, at the first call, will allow of a
maximum of force being made ready in a
minimum of time.

LOCAL AND GENERAL.

A NUMBER of late telegrams are printed on the
third page.

THE Chinese Engineering and Mining Co. in-
form us (*N. C. D. News*) that they are advised
that the river Peiho is now open, but not yet
clear of ice.

A NEW paper is about to be started in Shang-
hai, called the *Shanghai Truth*. It will be
published daily and will only contain Russian
official news.

SIR Charles J. Dudgeon presided at the annual
meeting of the Shanghai Land Investment Co.,
Ltd. A final dividend for the year 1903 of six
per cent on the paid up capital, and a bonus
of 1s. 3d. per share, were declared. Retiring
director and auditor were re-elected.

A MEETING of the Justices of the Peace was
held this afternoon for the purpose of con-
sidering an application from Mr. A. Moir for
the transfer of his publican's licence to sell and
retail intoxicating liquors at the Peak Hotel,
to Mr. G. L. Duncan. There were present
Messrs. T. Sercombe Smith (presiding), H. H.
J. Gompertz, C. D. Melbourne and E. R. Halli-
fax. The application was unanimously granted.

At the annual meeting of the Laou Kung Mow
Cotton Spinning and Weaving Co., Ltd., the
Chairman, Sir Charles Dudgeon, expressed
regret that the outcome of the year's working
was not sufficiently good to justify the payment
of a dividend. The supply of raw materials
and the price obtained for yarn were alike
unsatisfactory towards the end of the cotton
season. When cotton became plentiful, there
was a good deal of watering. The war was
against business, and they were passing through
an anxious time, but his references to the stock
and management indicated that the company
was as favourably situated as could be expected.

THE Bear to drink in the tropics is the Bear
made in the tropics—SAN MIGUEL.

THE HONGKONG & KOWLOON
WHARF & GODOWN CO., LD.

Following is the report for presentation to
shareholders at the seventeenth ordinary
annual meeting, to be held at the Company's
offices, No. 2, Connaught Road, on Thursday,
the 10th inst., at 12.15 p.m.—

The directors have now to submit to share-
holders their report with a statement of ac-
counts for the year ended 31st December, 1903.

ACCOUNTS.
The gross revenue derived from wharfe,
landing, &c., amounted to \$893,176.80 as
against \$823,310.13 the previous year, showing
an increase of \$69,866.67, and the profit on
working was \$349,386.31 as compared with
\$270,140.85 in 1902, being an increase of
\$79,245.46.

The balance at credit of profit and loss ac-
count, after paying interim dividend of 5%
and including \$14,481.69 brought forward from last
year, is \$215,665.41 which it is proposed to
appropriate as follows:—
Directors' and auditors' fees \$ 10,500.00
Final dividend of 5 per cent 75,000.00
Transfer to depreciation and re-
pairs account 35,000.00
Write off wharves 20,000.00
" railways and rolling stock 7,444.24
" lighters 6,500.00
" launches 16,442.74
" machinery and plant 16,762.75
Carry forward to new account 28,015.68
\$215,665.41

BUSINESS.

An increasing demand has existed for godown
accommodation at Kowloon.

BUILDINGS.
The addition to No. 2 godown, referred to in
last Report, has been completed, and a contract
has been signed for raising No. 3 godown.

WHARVES.
No additions have been made during the
year. Part of the West Point wharf is being
removed, and the construction of new piers is
under consideration.

LIGHTERS.
One cargo boat and three *kum-sing* boats
have been built during the year.

DIRECTORS.
Messrs. D. M. Moses and G. H. Medhurst
having resigned, their places were taken, res-
pectively by Mr. Ed. Shellim and Mr. E. S.
Wheeler. These appointments require con-
firmation.
Mr. H. Schubart and Mr. C. H. Thompson
retire in rotation, according to the Articles of
Association, but being eligible offer themselves
for re-election.

AUDITORS.
Messrs. W. H. Potts and A. O'D. Gourdin
have audited the accounts now presented and
offer themselves for re-election.
C. W. DICKSON,
Chairman.

Hongkong, 29th February, 1904.

BALANCE SHEET.

31st December.

Liabilities.
To Capital (30,000 shares at \$50
fully paid up) \$1,500,000.00
" Debentures outstanding 500,000.00
" Land Investment Co.—mort-
gage 200,000.00
" Reserve fund 250,000.00
" Hongkong & Shanghai Bank-
ing Corporation 467,770.43
" Depreciation and repairs a/c 59,989.58
" Unclaimed dividends 5,341.00
" Sundry creditors:—
Directors' and au-
ditors' fees \$ 10,500.00
Final dividend 75,000.00
Accounts pay-
able 778,995.43
264,495.43
" Profit and loss account, balance
28,015.68
\$3,265,612.12

Assets.

By Value of land and
buildings at
Kowloon as per
last account \$2,454,374.50
" Since expended
on levelling land
and on new
buildings 32,977.00
2,487,351.50

" Value of wharves
at Kowloon as
per last account 100,000.00
Less written off... 20,000.00
80,000.00

" Value of railways
and rolling stock
at Kowloon as
per last account 70,000.00
Since expended
on new rails, &c. 2,444.24
72,444.24
Less written off... 7,444.24
65,000.00

" Value of launches
as per last a/c... 33,000.00
Less written off... 6,500.00
26,500.00

" Value of lighters
as per last a/c... 100,000.00
Since expended
on new lighter,
&c. 6,442.74
106,442.74
Less written off... 16,442.74
90,000.00

" Value of machinery
and plant as
per last account 60,000.00
Since expended
on new machi-
nery 6,762.75
66,762.75
Less written off... 16,762.75
50,000.00

" Value of sheer legs as per last
account 3,000.00
" Value of land at West Point
(39,062 square feet at \$4) as
per last account 156,250.00
" Value of buildings at West
Point as per last a/c 106,893.88
Sundry debtors 124,135.41
Hongkong Bank (unclaimed
dividends) 5,341.00
Cash on hand 634.13
" Value of coal on hand 7,772.02
" Value of timber, iron and stores
on hand 66,716.18
\$3,265,612.12

WORKING ACCOUNT.

To Wages of permanent staff \$242,773.32
" Crown rent 11,786.02
" Taxes 19,203.64
" Charges (office and telephone
rent, stationery and printing,
commission, sundries, &c.) 23,189.49
" Legal expenses 957.00
" Fire Insurance 7,276.75
" Claims on cargo 1,263.52
" Expenses on cargo and coal,
coolie hire, launches, lighters,
&c. 237,340.75
" Balance to profit and loss account 349,386.31
\$893,176.80

By Wharfeage, storing, &c. \$893,176.80

Cr.

PROFIT AND LOSS ACCOUNT.

To Interest \$ 73,565.09
" Interim dividend 75,000.00
" Balance appropriated as follows:—
Directors' and au-
ditors' fees \$10,500.00
Final dividend 75,000.00
Transfer to deprecia-
tion and repairs
account 35,000.00
Amount written off:—
Wharves 20,000.00
Railways and roll-
ing stock 7,444.24
Launches 6,500.00
Lighters 16,442.74
Machinery and
plant 16,762.75
Amount carried to
new account 28,015.68
215,665.41

By Balance from last account \$ 14,481.69

" Transfer from working account,
1903 349,386.31
" Unclaimed dividends forfeited... 267.50
" Transfer fees 95.00
\$364,230.50

Cr.

DEPRECIATION AND REPAIRS ACCOUNT.

To repairs, renewals and improve-
ments during 1903 \$ 35,459.14
" Balance 59,989.58
\$ 86,448.72

Cr.

By Balance from last account \$ 51,448.72
" Transfer from profit and loss a/c 35,000.00
\$ 86,448.72

Cr.

RESERVE FUND.

Dr.

To Balance \$250,000.00

Cr.

By Balance from last account \$250,000.00

Cr.

R. J. MACGOWAN,

Acting Secretary.

We have examined the books and vouchers

of the company, and certify the above state-

ments are in accordance therewith.

W. HUTTON POTTS,

A. O'D. GOURDIN, } Auditors.

Hongkong, 26th February, 1904.

SUPREME COURT.

THE CLAIM FOR INTEREST.

At the Supreme Court this morning, before
the Puisne Judge, Mr. A. G. Wise, the case
of Chan A Fook and another, *versus* U Nervegna
and another, respecting a claim of \$606 due as
interest was again before the Court. The Hon.
Pollock addressed the Court for the defence,
observing that Chan A Fook had alleged that
he had come to an agreement with Mr. Ner-
vegna that he was to get the same interest as
Mr. Watkins. If that was the case would Chan
A Fook not have mentioned it to his solicitors
when he wrote to them on April 17 or 18? The
agreement, if there was one, would have been
the most prominent thing in his mind at that
time, and it was the last negotiation previous
to writing the letter. It was something of an
entirely new nature introduced into the case,
and yet when writing to his solicitors instruct-
ing them Chan A Fook did not even men-
tion it. On the face of the document it
seemed to him that no such interview between
Nervegna and Chan A Fook could have taken
place before he wrote the letter to his solicitors.
It seemed to him that Chan A Fook's evidence
must be taken as altogether unreliable from
that point. It appeared to him that they had
strong grounds for saying that Chan A Fook
did not speak the truth when he said that
express agreement was come to with Nervegna
only a few hours before he wrote the letter to his
solicitors. In the statement of claim the plain-
tiffs claimed interest on a certificate of transfer.
Chan A Fook admitted that the certificate was
not a bond, and from the correspondence it is
seen that the stipulation is for bonds. There
was a curious discrepancy in Mr. Watkins' and
Chan A Fook's evidence as to the agreement
for interest. Mr. Watkins said that before the
1st of March he negotiated with Mr. Nervegna's
partner for interest on his own behalf and also
on behalf of Chan A Fook. On the other
hand Chan A Fook gave evidence that he
understood that he was to be paid in cash, and
it was only on the 17th or 18th of April
that he made the alleged agreement with Mr.
Nervegna. Although Chan A Fook said that he
agreed with Mr. Nervegna to receive interest
from the same date as Mr. Watkins, he could
not say what date that was when asked in the
witness box. If he was to receive interest from
the same date as Mr. Watkins surely he would
know the date it was to commence. The in-
structions given to Mr. Ghisi by the defendants
were to the effect that out of the indemnity
money there remained a sum of Francs 200,000
undivided, and this amount was to be divided
into two sums, one of Francs 80,000 and the
other Francs 120,000. They requested Mr.
Ghisi to send two certificates to Mr. Low, the
one for Francs 80,000 drawn in favour of Mr.
Watkins with interest accruing from March 1st,
and the other for Francs 120,000 drawn in

favour of Chan A Fook, and another with in-
terest accruing from the date of the issue of
bonds or other stocks. The instructions were
that Watkins were to be paid Francs 80,000
and interest from March 1st, while Chan A Fook
was to be paid Francs 120,000 with interest
from the date of the issue of bonds or stock.
The Puisne Judge—Why did Mr. Ghisi
issue the same certificates in each case?
Mr. Pollock—Mr. Ghisi will explain that. I
think Mr. Ghisi will tell you that he regarded
interest as a matter to be settled by private
negotiations between the parties. He sent the
interest from the 1st of March to Mr. Watkins,
and the interest on the Francs 120,000 was
sent to Mr. Nervegna.
Judgment was eventually given for plaintiffs
with costs.

ALICE MEMORIAL HOSPITAL.

FINANCE COMMITTEE MEETING.

The Hon. A. W. Brawn presided at the
annual meeting of the Finance Committee of
the Alice Memorial and Nethersole Hospitals
held yesterday in the Alice Memorial Hospital.
There were also present Hon. C. W. Dickson,
Hon. Dr. Ho Kai, C.M.G., Rev. T. W. Pearce,
Mr. G. Murray Bain, Mr. J. Goosmann, Mr. A.
Rumjahn, Mr. T. W. Tso, Rev. H. R. Wells
(Hon. Treasurer), and Dr. R. MacLean Gibson
(Secretary).

The Secretary presented the annual report
which showed that during 1903 the number of
out-patients (individual cases) treated in con-
nection with the Alice Memorial and Nether-
sole Hospitals and Kowloon City Dispensary
had been 13,437, while the total attendances
numbered 24,888. Owing to the prevalence of
bubonic plague during the summer months
many left the Colony, and others were afraid
to come to the hospital lest they should be
reported as suffering from plague. As a
result the numbers for 1903 were some-
what less than in 1901. In the wards of the
Nethersole Hospital there were 360 in-patients
and in the Alice Memorial Hospital 405,
making a total of 765. It having been found
necessary from time to time to reduce the num-
ber of beds in the Alice Hospital on account
of frequent outbreaks of beri-beri among the
patients, and because of the hospital having
become surrounded by high buildings so that
free access of air is almost impossible, the
yearly total showed a decrease in the number
in-patients. Experience had shown that the
Alice Memorial Hospital is admirably situated
for out-patient work, being only a short distance
from the landing stages of launches from
Shaokwan, Yau-mat, etc., but that the treat-
ment of in-patients is not so satisfactory as in
the Nethersole Hospital, which is situated on a
higher level. A Chinese lady, having gener-
ously offered to build a hospital specially adapted
for in-patients, and the Colonial Government
through the good offices of His Excellency Sir
Henry Blake, K.C.M.G., having promised a
site, immediately to the west of the Nether-
sole Hospital there is every prospect that in 1904 a
scheme for extension will be carried out. On
23rd July Lady Blake, in the presence of a re-
presentative gathering of those interested in the
hospitals, laid the foundation-stone of the Alice
Memorial Maternity Hospital. It was with
great regret the Committee had to record the
death of Mrs. H. D. Stevens, matron of the
hospitals, who since 1891 had been closely con-
nected with the daily work of the hospitals.
Mrs. Stevens was a faithful and efficient nurse.
They were fortunate in having the services of
Miss Langdon, who had come as a voluntary
worker to help Mrs. Stevens. The evangelistic
work has been carried on daily in the out-
patient and in-patient departments, and large
numbers have heard the Gospel who could not
have been reached by other agencies. Thanks
were due the Revs. Mr. Pearce, Mr. Wells and
Miss Stewart for their welcome help. Two stu-
dents, Mr. Tan Yau Wee and Mr. Peter Quincey,
had received the diploma of the Hongkong
College of Medicine for Chinese; thirty-four
students attended the lectures of the College
and received practical instruction in the wards,
dispensaries and out-patient rooms of the hos-
pitals. The finances had been helped by the
generosity of Mr. Dorabjee Nowrojee and Mr.
Hormusjee Nusserwanjee Cooper who each
contributed \$500 to the funds on the following
conditions:—(a) that the Funds be named after
the Donor and kept intact, (b) that the Funds
be placed on fixed deposit in the Hongkong and
Shanghai Bank and the interest be applied to
the general funds of the Alice Memorial and
Nethersole Hospitals.

He regretted that Mr. Hilgrove C. Nicolle
was unable to continue as Honorary Treasurer,
Mr. H. R. Wells, however, was acting tempo-
rarily. To all who had either contributed to
the funds of the hospitals, or assisted in the
medical work they returned their best thanks.
Mr. Chau Siu Ki had kindly collected the
Chinese subscriptions during the year. Donations
in kind from Messrs. J. D. Hutchinson
and Co., Mr. A. Mackenzie, St. Peter's Church
and the Dairy Farm Co., Ltd., and an operat-
ing table, the gift of a few friends, were grate-
fully acknowledged. Owing to the departure
from the Colony of Dr. Kreig, the hospitals
had been deprived of a willing helper and the
College of Medicine of an enthusiastic teacher.
Rev. H. R. Wells submitted the Hon. Treas-
urer's report, from which it appeared that the
income during the past year amounted to
\$14,567.14, being \$3,227.16 less than the
expenditure. The donations including \$756.87
collected on hospital Sunday, amounted to
\$9,822.14.
The report was adopted.
A vote of thanks was on the proposition of
the Rev. Mr. Pearce, accorded to Messrs. H. C.
Nicolle, H. R. Wells, and E. Lawson for their
services in connection with the accounts.
Mr. Wells was re-elected as treasurer, and
the Hon. A. W. Brawn as chairman for the
ensuing year.
On the proposition of the Hon. Dr. Ho Kai,
seconded by the Chairman, it was resolved that
the Alice Memorial Maternity Hospital be
affiliated with the Alice Memorial and Nether-
sole Hospitals so that the one Finance Com-
mittee could manage and administer the three
hospitals.
The proceedings then terminated.

THE Bear to drink in the tropics is the Bear
made in the tropics—SAN MIGUEL.

E L E G R A M S.

"HONGKONG TELEGRAPH"
SERVICE.

SCHWIND SENTENCED

AT SHANGHAI.

(From Our Correspondent.)

SHANGHAI, 20th February,
6.16 p.m.

R. Schwind, has been sentenced to
three and a half years' penal ser-
vitude, in connection with frauds on
the Russo-Chinese Bank.

He will also lose all civil rights
for five years, and has been ordered to
pay the costs in connection with the
case.

WILFUL DISOBEDIENCE

ON A CABLE SHIP.

At the Marine Court this morning, before the
Harbour Master (Hon. Capt. L. A. W. Barnes-
Lawrence), H. Murray, carpenter of the *s.s.*
Scotia, was charged, at the instance of Mr.
G. D. Rushton, master, with wilfully disobeying
the lawful commands of the complainant on
board the ship since the 25th ult., in Victoria.

Mr. G. C. Master (Messrs. Johnson, Stokes
and Master) appeared on behalf of the owners
and captain of the *s.s. Scotia*, and Mr. D. V.
Stevenson (Messrs. Deacon, Looker and
Deacon) represented defendant.

Mr. Master asked that the charge be
amended to the effect that defendant was
absent from his ship without leave on the 25th,
26th and 27th February, and was guilty of
continued wilful disobedience of lawful com-
mands.

The application was granted, and defendant
having pleaded not guilty to the charge as
amended,

Mr. Master proceeded to address the Court,
pointing out that the *Scotia* was a cable ship,
belonging to the Commercial Cable Telegraph
Company. The vessel arrived here on the
evening of the 24th ult., and on the 25th,
defendant was reported as unfit for duty—he
was not sober. He asked permission to go
ashore, and was refused by the chief officer,
Mr. Richardson. In spite of that the man left
the ship, and the following day was taken to
the mercantile marine office. He then refused
to go back to the ship, and on Saturday and
Sunday was absent without leave. Defen-
dant had been insolent to the chief officer, and
his manner of acting was quite subversive of
all discipline. Nothing whatever could be done
with him on board.

TELEGRAMS.

(Reuters.)

Russian Seizures in the Gulf of Suez.

LONDON, 28th February.

It is reported on reliable authority at Suez that Russian war ships, anchored in the Gulf, have seized the British steamers *Ellrich Dale* and *Frankby* and the Norwegian *Maihlida* laden with coal.

French Re-inforcements for the Far East.

The *Temps* states that 2,000 Colonial infantry have been ordered to be in readiness to sail for Indo-China.

Probable Dissolution of Parliament.

There is much talk in political circles of a dissolution of Parliament within a few weeks. In repeated divisions lately the Government majority has gradually dwindled, and fell on Thursday to fourteen; although this was a snatched division it is regarded as a symptom of a growing indifference of the Ministerialists.

(N. C. D. News.)

The Russian Naval Reinforcements.

Tokio, 23rd February.

In view of Japan's naval superiority in the Pacific, it is intended that the Russian squadron, before coming East, shall be joined by the new battleship *Albion* (3,600 tons, 12 guns, 18 knots) and her sister ships *Borodino* and *Krasnaya Sloboda*, which, however, will take a long time to get ready for sea.

The squadron from Djibouti passed Perim on the 20th instant on its way to Cronstadt.

Reported Japanese Success on Land.

Tientsin, 26th February.

The Japanese have successfully routed the Russian garrison at Hunchun, near the north-east boundary of Korea, and are now marching on Kirin.

The Russians at Moukden and Kirin are reported to be demoralised. The greater part of the Russian troops are concentrating on the Yalu river. A force near Hsinminthun threatens the seizure of the railway at any time.

The Alliance Between Japan and Korea.

Tokio, 26th February.

An alliance has been concluded between Japan and Korea on the basis of joint military and political action.

(Der Ostasiatische Lloyd.)

Russian Note Not Received by Germany.

Berlin, 25th February.

A Russian Note with regard to a violation of Korea's neutrality has not so far been received by the Berlin Foreign Office. Certainly, but little notice would be taken of such a communication, which can hardly have any consequences at all.

The Kaiser's Cruise.

H.M. the Kaiser intends, when starting for his Mediterranean cruise, to stop at Antwerp in order to pay a visit of courtesy to King Leopold, who was lately in Berlin.

The Balkans.

The situation in the Balkans is decidedly improving through a Turkish-Bulgarian agreement. The star of Mr. Sarafoff the Bulgarian Minister of Finance, is apparently going down.

Italy and The Orient.

Mr. Tittoni, the Italian Minister of Foreign Affairs, has made a statement in the Chamber of Deputies, which shows a rapprochement of Italy to the group of two Empires in the Oriental politics.

(Japanese Exchange.)

News from Korea.

Chemulpo, 17th February.

The Chemulpo office of the Chi Sea Eastern Railway Co. was formally taken possession of by the Japanese troops yesterday.

Seoul, 17th February.

Twenty-four wounded Russians have been admitted to the Japanese Red Cross Hospital at Chemulpo. They are getting on satisfactorily. These men stated that the explosion of the Japanese shells was terrific, fragments of one shell almost covering the whole length of the ship's deck.

Seoul, 16th February.

The Russians at Ryong-an have left for Antung. 3,000 Russians have arrived at Kiulenchun.

The French Minister to Seoul forwarded an official note to the Korean Government yesterday and advised them that he would take charge of negotiations with regard to the protection of Russian subjects during the absence of the Russian Minister. Mr. Pavloff, who is on board the French cruiser *Parade* at Chemulpo, also forwarded a note to the Korean Government and advised them that the French Minister to Seoul would look after the interests of Russians during his absence from Seoul.

IMPORTANT SHIPPING DEAL.

THE M. D. LLOYD TO PURCHASE THE TAN KIM TIAN S.S. CO.

The Norddeutscher Lloyd S.S. Co., through Messrs. Behn, Meyer and Co., their local agents, contemplate another magnificent extension to their steamship service in the Far East, says the *Straits Times*. They are arranging for the purchase of the entire fleet of the Tan Kim Tian Steamship Co., which shares with the Netherlands companies the trade between the Straits and the Dutch Indies. There are five vessels in the fleet—the *Glang Ann*, the *Glang Sang*, the *Glang Ben*, the *Zuanna* and the *Fervo*. On Saturday afternoon those of the fleet that were in port were inspected by Messrs. Behn Meyer and Co's Inspector of Local Lines, Captain Pabneke, and Mr. Von Reigen, their Superintending Engineer. The report of these gentlemen is understood to be satisfactory, and the bargain will probably be formally completed by the middle of March. By this coup Messrs. Behn Meyer and Co. get a tremendous grip on the valuable Java trade, which will henceforth rest virtually between them and the Dutch lines. Incidentally five more British ships in these waters will lose the German design.

THE WAR.

JAPAN AND KOREA.

A NEW PROTOCOL.

Japanese Consulate,

Hongkong, 1st March, 1904.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I beg to enclose herewith a copy of new Protocol which has been concluded by the Japanese Government with the Korean Government on the 25th Feb., 1904, with the view showing that the use of some of the ports and certain portions of the territory of Korea, in the prosecution of the present war, for strategic purposes, is inevitable and necessary to facilitate military operations, and to prove that such use is with the full knowledge and consent of Korea, and not in disregard or violation of her independence or territorial integrity, and also to prevent future complications.—Yours faithfully,

MASUICHI NOMA,
Consul for Japan.

Mr. Gonsuke Hayashi, Envoy Extraordinary and Minister Plenipotentiary of His Majesty the Emperor of Japan, and Major-General Yetchi Yong (李址鏞) Minister of State for Foreign Affairs, per interim, of His Majesty the Emperor of Korea, being respectively duly empowered for the purpose, have agreed upon the following articles:—

ARTICLE I.

For the purpose of maintaining a permanent and solid friendship between Japan and Korea, and firmly establishing peace in the Far East, the Imperial Government of Korea shall place full confidence in the Imperial Government of Japan, and adopt the advice of the latter in regard to improvements in administration.

ARTICLE II.

The Imperial Government of Japan shall, in a spirit of firm friendship, ensure the safety and repose of the Imperial House of Korea.

ARTICLE III.

The Imperial Government of Japan definitively guarantees the independence and territorial integrity of the Korean Empire.

ARTICLE IV.

In case the welfare of the Imperial House of Korea, or the territorial integrity of Korea, is endangered by the aggression of a third power or internal disturbances, the Imperial Government of Japan shall immediately take such necessary measures as circumstances require, and, in such case, the Imperial Government of Korea shall give full facilities to promote all action of the Imperial Japanese Government. The Imperial Government of Japan may, for the attainment of above mentioned object, occupy, when the circumstances require it, such places as may be necessary from strategic points of view.

ARTICLE V.

The Government of the two countries shall not, in the future, without mutual consent, conclude with a third power such an arrangement as may be contrary to the principles of present protocol.

ARTICLE VI.

Details in connection with present protocol shall be arranged, as circumstances at maturity, between the Representative of Japan and the Minister of State for Foreign Affairs of Korea.

THE LOSS OF THE "VARYAG."

FURTHER DETAILS.

A few more interesting details, supplied by a naval officer at Chemulpo, in connection with the action fought by the *Varyag*, are to hand. It appears that, upon receiving the Japanese invitation to battle the Russian captain, unwilling to expose his crew to such terrible odds, and realising that his chance was hopeless, endeavoured to obtain the signatures of all his officers to terms of capitulation. This document the commander refused to sign, and it was accordingly decided to show fight.

The havoc created among the unprotected guns on the upper deck was terrible, the crew of one of the after pieces of artillery being all killed by a single shell with the exception of an officer, a midshipman, who continued loading and firing the gun single handed.

The assistant navigator, who was employed in the top taking the range, was blown to atoms by a shell; nothing but his hands remaining.

Some of the flames from bursting shells appeared to onlookers to reach as high as the masthead, and the crews were wreathed in smoke, the poisonous fumes of which killed several outright.

The havoc wrought by flying splinters was even worse than the actual shells themselves, and it was by one of these that the midshipman, working the after gun single handed, was put out of action, a splinter hitting him in the face. Beyond the loss of sight in one eye, however, he will probably recover.

One poor wretch was hit by a splinter, which caused a three-inch gash across his chest; that refuses to show any signs of healing. Another was found with his foot jammed in some wreckage just before the ship sank, failing to free it, the men cut it off

with a sword and the man died of shock shortly afterwards.

Below the upper deck comparatively little damage was done either to the guns' crews or the ship herself, with the exception of a shell bursting in one of the Belleville boilers.

The wounded were unattended until the arrival of the neutral boats with medical assistance, the surgeon of the *Varyag* having gone out of his mind at the commencement of the action.

THE NORTHERN CABLES.

Mr. J. M. Beck, superintendent of the Eastern Extension Australasia and China Telegraph Co., Ltd., informs us that, owing to the interruption of the Great Northern Company's cable to Amoy, the whole of the traffic for the North has to be transmitted by the Eastern Extension Company's cable, and delay may therefore be expected.

Mr. Olaf Nielsen, superintendent of the Great Northern Telegraph Co., Ltd., has notified us that, owing to the interruption of their Hongkong-Amoy cable, all telegrams handed to them for Amoy, Shanghai and the North are being handed over for transmission to the Eastern Extension Telegraph Company. Restoration is soon expected.

SINKING A MERCHANT SHIP.

The captain of the *Nakoura-maru* gave the following account of the loss of the ship and the treatment of the passengers and crew by the Russian authorities, to a press representative, who visited the *Stolberg* on its arrival in Nagasaki on the 22nd ult.:

The steamer, which was owned by Mr. K. Minamijima of Shimminotomachi Echyu Province, left Sa-ta on the 10th ult. with a cargo of 19,000 bales of rice and 380 coils of rope. The crew, including the captain numbered 39, and in addition, four passengers were on board.

On the 11th ult., at about 10.30 a.m., when about 13 miles off Takura, Mutsu Province, large vessels were seen about four miles distant on the port side of the steamer. When the vessels drew nearer they were seen to be Russian men-of-war, and the Captain of the *Nakoura-maru* assembled the passengers and crew on the deck to await developments. A gun was fired by one of the Russian warships, and a signal made to the steamer "Follow us and all will be well." Shortly afterwards another signal was made, "Leave the steamer quickly," followed by another, "Leave the steamer in fifteen minutes." Thereupon, the *Nakoura-maru* signalled a request for the passengers and crew to be taken on board the Russian ships if possible. Meanwhile the four men-of-war surrounded the steamer and fired on her, at the same time a signal being made that it was intended to save the people on board. A lifeboat was lowered from the port side and the passengers and half the crew got into it. While the starboard lifeboat was being lowered two of the crew were struck by a shot from one of the Russian vessels, fell into the sea, and were either killed or drowned. The remainder of the crew, with the passengers, re-joined the cruiser *Gronobul* in safety. The passengers were placed in one room on the ship and the captain and crew in another. The *Nakoura-maru* sank at 1 p.m. the same day. The Russian squadron then moved off, and appeared to be practising evolutions, sometimes at full speed, at others very slowly. Vladivostok was reached at 4 p.m. on the 14th inst. On the 15th, after breakfast, caps, overcoats, and shoes were supplied, and at 11 a.m. the whole party were taken ashore and placed in custody. At 3 p.m. they were sent on board the *Stolberg*, which left the harbour at 5 p.m., but when 5 miles out, the steamer was ordered back by a launch from the forts. She was detained four days, not being allowed to leave until the 19th inst. Mr. Schwabe, the British Commissioner at Vladivostok and his staff, left on the *Stolberg*.

It is stated that the captain of the *Stolberg* was ordered to hand the crew of the *Nakoura-maru* over to the French Consul at this port, but on arrival here the Japanese authorities took them under their charge—*Nagasaki Press*.

RUSSIAN VOLUNTEER FLEET VESSELS.

From the *Straits Times* of 18th inst.:

There is still no appearance of the Russian Volunteer Fleet vessel *Ekaterinoslav* which should have arrived at Singapore on Tuesday. Whether she got wind of how matters stood and decided to take a safe course with the object of eluding the watchful Japanese it would be idle to conjecture. It has to be borne in mind, however, that she is now 14 days out of Vladivostok and her coal supply must be running very low by this time. The agents here offer no opinion regarding her whereabouts, merely stating that they are telegraphing to Odessa news of the vessel's non-appearance.

JAPANESE CRUISER OFF SINGAPORE.

There have been several rumours in Singapore during the last few days that Japanese cruisers had been sighted within a short distance of the port, but so far no authenticated statement on the subject has been forthcoming. On the arrival of the British barque *Woorung* last night, however, a definite report was made by Captain Davies, the master of the vessel. Captain Davies stated that when four days off Singapore he sighted a large Japanese warship which was proceeding in an easterly direction. The *Woorung* was on a voyage from Shanghai to Singapore and the report may be accepted as trustworthy. It may be that the warship was on the outlook for the Russian Volunteer Fleet steamer *Ekaterinoslav* which was expected here on Tuesday. If so, the continued absence of the Russian vessel may be thereby explained.

CARDIFF COAL IN COLOMBO.

Messrs. Dalmege, Reid & Co., the coaling agents for the Russian fleet, it is understood, hold stocks of between 6,000 and 7,000 tons of Cardiff coal. The *s.s. Argyll*, which arrived from Calcutta on the 1st ult., has discharged 6,000 tons of Indian coal, which with the

quantity already stacked in the firm's sheds, brings up the total of Indian coal held by the firm to 9,000 tons.

Colombo was painfully exercised about the Russian Squadron which at various dates was reported to be at Minicoy, Galle, and other places. Ingenious strategists pictured a chain of Colombo tugs fitted with observation masts far out at sea watching for the enemy, and in their spare time laying mines in Colombo harbour.

Colombo news states that the steamer *Kisai* belonging to the Russian East Asiatic Company had arrived there, and was detained in harbour on instruction of the agents. She left Odessa on Jan. 5, and her cargo consisted of steel rails and cement for Port Arthur. There was also on board 100 tons of sugar for Colombo. She had 500 tons of tea booked from Ceylon for Dalny, but this cargo was not to be taken in.

WAR ITEMS.

Fifteen transports left Nagasaki during last week, taking 25,000 men of infantry, and cavalry with small ponies and artillery to North Korea. All transports have, instead of life-boats, large Japanese sampans at their davits and there were also stored two or three rows of sampans on the upper deck for the purpose of landing the troops. The equipment of the transports is reported to be splendid.

News from Port Arthur to the 21st ultimo is that the battleship *Retvian*, stranded at the mouth of the harbour, is being dismantled as rapidly as possible, the Russians working night and day taking out her guns, fittings, etc. One of the damaged Russian cruisers has been taken into the only dock, but her bottom is very seriously injured, and it is not known when her repairs will be completed. The cruiser *Novik* is lying in the west basin with a very heavy list, in fact almost on her beam ends. It is seriously stated that some of the forts at Port Arthur are partly armed with "quakers," and it may be noted that in his new book *Korea*, Mr. Angus Hamilton mentions that "many of the more recently constructed forts lack artillery."

A telegram received from the North by local Mandarins in Shanghai reports the destruction by fire on the 20th ult., of a quantity of food stuffs stored at Kinchow (27 miles from Port Arthur) belonging to the Russian forces. It is believed to be the work of Japanese or their sympathisers.

A traveller who recently visited Japan writes as follows:—

"I saw several regiments embark at Nagasaki, where they all seem to be sent by rail. Forty thousand men have been dispatched this week in the most business-like manner. The enthusiasm is immense, school children being taken to railway stations and places of embarkation to see their soldiers off. The transports leave Nagasaki without any escort and with sealed orders, so that their destination is unknown. We found the coast between Nagasaki and Shimonsenki Straits patrolled by torpedo boats, which would steam up right across our bows and ask where we came from, who we were, etc."

The *Yorodzu* states that it is reported that a defensive alliance will shortly be concluded between Japan and Korea. By virtue of the agreement, Chinnampo will be made a military port, forts will be built at Masampo, the Yalu and other places of strategic importance, and the system of conscription will be carried out in Korea, the soldiers to be trained by Japanese officers.

The Seoul correspondent of the *Kohumin* states that a new influential Cabinet is expected to be shortly formed and that it is likely to enter into an international agreement for the purpose of taking joint defensive measures with Japan. The Government are in receipt of advice that a great sensation was caused at Vladivostok when the news of the Russian defeats at Port Arthur and Chemulpo was received there. The people are almost panic-stricken, expecting an attack from the Japanese at any moment.

The Japanese cruiser *Akikushima*, which is lying outside Woosung Spit Buoy, has been making good use of her searchlight at night, and evidently does not mean the *Mandjour* to pass her unobserved.

The Russian authorities have decided to carry away to Odessa the numerous Russian refugees in Shanghai who have no definite occupation or means of subsistence.

Viceroy Alexieff is at present at Mukden. Lieutenant General Lenjewitsch is commanding the Russian troops of Liaotung and General Stoesel those of Port Arthur.

The *Shanghai Mercury* has received the following from Newchwang dated 12th Feb.:—It is officially stated that the Colonel of the Fifteenth Regiment was killed by a shell at Port Arthur.

Viceroy Alexieff has decorated the Commander of the *Novik* with the St. George's Cross, for having fought and sunk a Japanese cruiser. Heavy reinforcements are en route to Harbin, Port Arthur and Vladivostok.

The Russians in the Far East have not yet been mobilised. The staff of the Russo-Chinese Bank are to be specially exempted. In the event of the North China Railways being taken by either Japanese or Russians, the English and Chinese staff will be permitted to offer their services to continue the communication, but orders have been received that the head office remain strictly neutral and not to allow contraband to be carried for either belligerents without a protest.

A Japanese detachment of 250 men are still at Shanbalkwan. Another Russian regiment has arrived from Ta-hsi-chao to strengthen the garrison at Newchwang.

The Russian have Cossack patrols twelve miles east the Chinese railway. The Japanese obtained assurance from the Russians that Japanese subjects from the north would be allowed to proceed safely to Tientsin. Notwithstanding this assurance sixty fugitives were arrested last night at Ta-hsi-chao and kept prisoners, the women only being allowed to proceed.

No civilians are allowed to leave Newchwang for Moukden or Port Arthur without special Pass.

A correspondent writing on 19th February states that no ordinary passengers are now allowed to travel over the Manchurian railway and one of the hotels is full with people wishing either to return to Port Arthur or inland.

A missionary, a few days ago, was arrested at Tashibichuan as he had no passport. Some kindly-Russian friends got him released and through them was enabled to proceed on his journey.

The Russian gunboat *Sivonich*, now in dock, has sent several of her smaller guns into the fort 5 miles away, and rumour has it that they will give the other gunboats near her half an hour's notice before blowing her up—that is, if Japan should take Newchwang.

Locally the paper rouble is quoted from 90 cents to a dollar, but there are few buyers.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10
Do. Demand 1/10 9/16
Do. 4 months' sight 1/10 13/16
France—Bank T.T. 2/35
America—Bank T.T. 4/5
Germany—Bank T.T. 1/92
India T.T. 1/39
Do. Demand 1/39
Shanghai—Bank T.T. 71
Japan—Bank T.T. 92
Singapore—Bank T.T. Nominal
Java—Bank T.T. 1/33

Buying.

4 months' sight L/C. 1/11
6 months' sight L/C. 1/11 1/2
30 days' sight San Francisco & New York 46
4 months' sight do. 47
30 days' sight Sydney and Melbourne 1/11 1/2
4 months' sight Franca 2/40
6 months' sight 2/42
4 months' sight Germany 1/90
1st Silver 20 1/2
Bank of England rate 4 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 900/930
Old @ 960/1,020
Patna New @ 1,255
Benares New @ 1,242
Persian (Paper) @ 900/920

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st March, 1904. [286]

BOXING! BOXING! BOXING!

AT CITY HALL.

TUESDAY, the 8th MARCH, 1904.

C. C. ST. CLAIR, Middle Weight Champion of Brooklyn, U.S.A., versus D. MORGAN, (of "VENGEANCE"), Heavy Weight Champion of China Station.

Box the Best of 20 Three Minute Rounds for \$1,000 a Side and a Purse.

MICKEY LACHY, (of "VENGEANCE") versus LARRY LAYTON, (of "ALBION") will meet for the Third Time to decide the Bantam Weight Championship of China Station, i.e. 20 Round go, they having already met Twice and fought a Draw Each Time.

Two Round Bouts will also be contested by Well Known Men.

The Principal Bout commences about 10.30 P.M.

Popular Prices: \$1, \$2 and \$3, Stage Ring Side Tickets \$5 to be had at Messrs. ROBINSON'S where plan of the Hall is on view.

Doors Open at 8, commence 9 P.M. sharp. H. HOWARTH, Promoter.

Hongkong, 1st March, 1904. [311]

WANTED.

A SECRETARY for THE MERCANTILE MARINE OFFICERS ASSOCIATION. Salary \$180 per Month, Free House, Light, Coal and Medical Attendance. Applications to be Addressed PRESIDENT, MERCANTILE MARINE OFFICERS ASSOCIATION. Shanghai, 1st March, 1904. [313]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW. THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on FRIDAY, the 4th instant, at 11 A.M.

For Freight or Passage apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 1st March, 1904. [314]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 3rd instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st March, 1904. [316]

THE EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

To-day's Advertisements.

THEATRE ROYAL.

THE

HENRY DALLAS
MUSICAL COMEDY
COMPANY.

ENORMOUS SUCCESS.

TO-NIGHT (TUESDAY),
"RUNAWAY GIRL."

TO-MORROW

(WEDNESDAY) and THURSDAY,
"BELLE OF NEW YORK."

FRIDAY and SATURDAY.

"THE MESSENGER BOY."

PRICES \$3, \$2 and \$1.

PLANS AT

ROBINSON PIANO CO., LD.
Late Tram Each Night 15 minutes after Fall of Curtain.

W. FLEMING VALLANCE,
Manager.

Future pieces will be duly advertised.
Hongkong, 1st March, 1904. [266]

GEO. FENWICK & CO., LIMITED.

THE FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held in the HONGKONG HOTEL, on WEDNESDAY

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"RHIPEUS"	On 2nd March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th March.
GLASGOW and LIVERPOOL	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.

S.S. "RHIPEUS" left Singapore on the 25th inst. p.m. for this port.
S.S. "MACHAON" left Singapore for this on the 27th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"MOVINE"	On 1st March.
LONDON and ANTWERP	"AJAX"	On 15th March.
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	On 15th March.
LONDON and ANTWERP	"PAKLING"	On 20th March.
GENOA, MARSEILLES & L'POOL	"MACHAON"	On 12th April.
LONDON and ANTWERP	"IDOMENEUS"	On 20th April.
LONDON and ANTWERP	"TELEMACHUS"	On 26th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 24th March.

S.S. "TYDEUS" left Victoria, B.C. on 21st inst. for Japan and Hongkong.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th February, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"CHENAN"	2nd March, at 4 p.m.
ILOILO	"WUCHANG"	3rd " " 4 p.m.
SHANGHAI	"TAISUI"	3rd " " 4 p.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	3rd " " 4 p.m.
SWATOW and TIENTSIN	"KANSU"	10th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st March, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 5th Mar., at 10 A.M.
ZAFIRO	2540	R. Rodger	—	SATURDAY, 12th Mar., at 10 A.M.
PERLA	1980	A. H. Nottley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 27th February, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Mar. 24, 1904.
"INDRAVELLI"	4,899	R. P. Craven	April 24, "
"INDRAPURA"	4,899	J. T. Horne	—

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M. on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
On Excursion Sundays, 1st and 2nd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WEHAF—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

[16]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"
Captain Frangeul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual and will shortly
be followed by the Steamer "CHARLES
HARDOUIN."These Two Magnificent and Up-to-Date
Steamers, are fitted with Electricity.
The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck 30The Company's Wharf is at the end of Queen
Street, Praya West.For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 6th February, 1904. [222]REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"MACDUFF" 1st Mar.
"AFRIDI" Early in April.

For Freight and further information, apply to

DODWELL & CO. LIMITED,
Agents.
Hongkong, 27th February, 1904.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above
on WEDNESDAY, the 2nd March, at 4 P.M.This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th February, 1904. [290]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SHANGHAI-NAGASAKI-KOBE

AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"

Captain E. Prehn, due here with the outward
German Mail about THURSDAY, at Daylight,
will leave for the above places about 12¼ hours
after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 29th February, 1904. [3]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR KOBE AND YOKOHAMA.

THE Steamship

"BRAEMAR,"

Captain S. L. Saxby, will be despatched for the
above Ports, on FRIDAY, the 4th March,
at 4 P.M.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 29th February, 1904. [309]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENGYLE,"

Captain T. Darke, R.N.R., will be despatched as
above on SATURDAY, the 5th March, 1904.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 15th February, 1904. [259]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"

Captain Flandin, will be despatched for the
above Ports on or about MONDAY, the
7th March.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 29th February, 1904. [9]

FOR YOKOHAMA AND KOBE.

THE Steamship

"BRISGAVIA,"

Captain Schiller, will be despatched for the
above Ports, on WEDNESDAY, the 9th March,
at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th February, 1904. [300]

Intimation.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Lin-
den's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools.
who are taught by the Sisters.

Hankow, 22nd April, 1904.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—On the 1st at 11.42 a.m. The barometer has
risen in Japan and fallen in China, especially
in the north.A depression has formed to the West of
Shantung, which will probably move Eastward.Gradients are very slight on the China Coast
and over the Pacific and the China Sea. Light
SE. breezes may be expected to prevail gen-
erally over this region.Forecast:—Light E. to SE. winds; overcast,
dull.

Feb. 29 at 10 A.M. Feb. 30 at 4 P.M.

Barometer 30.03 29.92

Temperature 66 67

Humidity 80 84

Rainfall 0.03 —

CHINA COAST METEOROLOGICAL REGISTER.

March 1st, 1904, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostok 7 a.m. — — — —

Nemuro 6 a.m. 29.88 — — — —

Hakodate 6 a.m. 30.09 — — — —

Tokio 6 a.m. 30.14 — — — —

Kochi 6 a.m. 30.03 — — — —

Nagasaki 6 a.m. 30.11 — — — —

Kagoshima 6 a.m. 30.07 — — — —

Oshima 6 a.m. 30.04 — — — —

Naha 6 a.m. 30.01 — — — —

Shanghai 6 a.m. 29.97 — — — —

Taichow 6 a.m. 29.97 — — — —

Tientsin 6 a.m. 29.95 — — — —

Kobe 6 a.m. 29.95 — — — —

Koshu 6 a.m. 29.94 — — — —

Fusubara 6 a.m. 29.95 — — — —

Weihaiwei 6 a.m. 29.95 — — — —

Guizhou 6 a.m. 30.01 51 93 SE 3

Sharp Peak 6 a.m. 30.00 57 91 SE 3

Anoy 6 a.m. 30.01 57 91 SE 3

Swatow 6 a.m. 29.95 69 95 SE 1

Hongkong 6 a.m. 29.97 66 94 SE 1

Victoria Peak 6 a.m. 29.93 — — — —

Gap Rock 6 a.m. 29.93 67 — — — —

Macao 6 a.m. 29.93 67 — — — —

Haiphong 6 a.m. 29.93 67 — — — —

Manila 6 a.m. 29.93 67 — — — —

Hacodadi 6 a.m. 29.93 67 — — — —

Hilo 6 a.m. 29.93 67 — — — —

Cebu 6 a.m. 29.93 67 — — — —

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C. S. James, 10 a.m. — — — —

C. S. James, 10 a.m. — — — —

Turkeys, Cock—Fo Kai Kung 60

Hen— " " " " 45

Wild Ducks, Shanghai, Sulap pair \$1.35

Teal, Shanghai, Sulap pair 60

Wild Ducks, Canton—Sang Shing Sui 1.00

Apea— " " " " pair

FISH.

Barbel—Ka Yu 13

Bream—Bin Yu 13

Canton Fresh Water Fish—Hoi Sin Yu 13

Crabs—Hai Yu 14

Codfish—Mun Yu 14

Crabs—Hai Yu 14

Cuttle Fish—Muk Yu 14

Dab—Sa Mang Yu 14

Dace—Wong Mei Lun 11

Dog Fish—Tui Tu Sa 8

Eels, Congor—Hai Man Yu 15

APPROVAL

2008/09/09 11:11 AM

Shipping Report.

Str. *Glenfalloch* from Singapore:—Lat. 16° N. strong N E. winds, and high head sea, and thence to port moderate winds, and fine clear weather, with fog and mist in the vicinity of the port.

Steamers Expected.

ary—*Flintshire, Japan, Polynesien.* 21th February—*Yangtze, Rosely.*

Arrivals at Home—23d January—*Konig Albert.* 27th January—*Formosa.* 30th January—*Marburg, Salazie, Achilles.* 3rd February—*Indragu, Kawachi Maru.* 6th February—*Atene Maru.* 9th February—*Manila, Shenandoah, Prometheus.* 12th February—*Kiautschou.* 17th February—*Dardanus, Indroni.* 19th February—*Ceylon.* 24th February—*Calthas, China.*

Vessels in Port.

Vessels in Port

Iugano, Ger. s.s., 29³, Bockholt, 29th Feb.,—
Mojj 21rd Feb., Coal.—D. & Co., Ld.
Nanshan, Br. s.s., 1,299, Stovell, 17th Feb.,—
Rangoon and Singapore 9th Feb., Rice.—
B. & Co.
Nanyang, Ger. s.s., 663, Hass, 29th Feb.,—
Mojj 14th Feb., Coals.—E. A. T. Co.
Peleus, Br. s.s., 4,800, Barwise, 29th Feb.,—
Puget Sound via Japan 31st Jan., and
Feyvick 1st Feb., Rice and Meal.—Chin-
nese.

Petchaburi Car 18 1371 Hillmann 1901

Iloilo—Per *Wuchang*, 3rd Mar., 3 P.M.
 Kobe—Per *Hinsang*, 3rd Mar., 3 P.M.
 Canton—Per *Kinsan*, 3rd Mar., 5 P.M.
 Canton—Per *Powan*, 4th Mar., 7 30 A.M.
 Kobe and Yokohama—Per *Bienmar*, 4th
 Mar., 3 P.M.
 Canton—Per *Fatshan*, 4th Mar., 5 P.M.
 Canton—Per *Kinsan*, 5th Mar., 7 30 A.M.
 Manila—Per *Rubi*, 5th Mar., 9 A.M.
 Canton—Per *Hankow*, 6th Mar., 9 A.M.
 Manila—Per *Tremont*, 8th Mar., 10 A.M.
 Europe, Afr., India, *via* Tutuorin—Per
Australias, 8th Mar., 11 A.M.
 Amoy, Swatow, Straits and Rangoon—Per

Australien, 8th Mar., 11 A.M.

Berrain, C. F.	Knoblock, Mr. von
Bow, O.	Larue, W.
Cochrane, F.	Munroe, W. H.
Crego, Mr.	Perfect, E.
Edward, E.	Porter, B.
Fall, B. G.	Sommer, H.
Trampton, Mrs. Violet	Villiet, Mrs.
Hough, Dr.	William, W. H.
Hunter, W. H.	Whiley, Mr.
Hervis, A. H.	Young, L. C.

2000

Jenkins, Mr. and Mrs. Woolmer, Mr. & Mrs.
 Joseph, Mr. and Mrs. Wright, Mr. and Mrs.
 E. S. C. G.

KING EDWARD.

Andrews, H. J.	Lundholen, Capt. B.
Berthel, Mr. and Mrs.	Martin, C.
E. E.	Muelle, E. (Consul for
Craig, H. B.	Pernu)
Craig, Clarence	Pritzku, J.
Gossier, A. V. Beren-	Otta, R.
berg	Gugh, Mr. & Mrs. A. H.
Gredde, Mr.	Rolland, Mr.
Hick, W. M.	Rovs, Mr. & Mrs. T.

Roll

Falloon, C. H.	Whitehead, Mr. & Mrs.
Gaskell, Mr. and Mrs.	Woodward, Mr. & Mrs.
Helms, W.	and children

KOWLOON.

Archibald, H. K.	Hutton, Chas. F.
Nicholson, Alfred	Iremonger, Lieut. Col.
Pest, C. H.	and Mrs.
Clark, Lieut. T. F.	Kozalewski, Lieut.
Daniel, W.	Vozze, D.

SUBJECT	PAID UP	TO-DAY'S
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PINTS (7 doz. to the case).
TOUT in cases of 7 doz. pints.

Also JEFFREY'S popular EDINBURGH XXX STOUT in cases of 7 doz. pints.

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BOOTS & SHOES:—The following Boots and Shoes are made in Northampton of the finest English leather, which is especially selected for us by a trade Expert.

Being made on American lasts they insure Smartness and Comfort. Stocked in half sizes and two fittings.

This is absolutely the largest stock in the East.

Give us an order for a trial pair.

A GOOD ARTICLE IS WORTH A FAIR PRICE.

HERE YOU WILL FIND THE BEST.

HIGH GRADE GOODS.

Black Box Calf, whole golosh (Lace) ... pair	\$13.00
" Glace Kid (Two shapes) ... "	13.00
" Box Calf, Heavy Sole (Lace) ... "	14.50
" " no toecap ... "	10.00
Brown Willow Calf, whole golosh (Lace) ... "	13.00
" Glace Kid (Two shape) ... "	12.50 & 13.00
" " no toecap ... "	11.50
" Russian Calf, Round Toe ... "	12.00
" Willow Calf Heavy Sole ... "	14.50
" Grain, Waterproof Shooting Boot (Lace) ... "	17.50
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Patent Leather Kid Top Lace or Button ... "	13.00
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" Oxford Dress Shoes ... "	6.00 8.50
" Pumps (Court Shoes) ... "	6.00 8.50
White Canvas Boots ... 6.50 Bound Leather 8.50	
" Shoes ... pair 4.00 to 7.00	
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" Calf Shoe ... "	9.00
Black Calf Shoe ... "	6.50
" Glace Kid Shoe ... "	8.50
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" Canvas Shoe, ... 6.00 to 8.00	

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White Dress, Centre Stud Hole ... each	\$3.00 3.75 5.00 7.25
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White, Short Front ... "	2.75 3.25
White Lawn, Soft Front ... 6 oz. in weight	3.00
Superfine White Zephyr or Cambric, Soft Front Stiff Cuffs ... "	4.00
White Twill, Silk Finish, for Tennis ... "	3.25
White Cellular with Detachable Collar ea. 2.50 3.00 3.50 3.75 4.00	
White Cellular Stiff Linen Cuffs ... "	3.75
Finest White Zephyr Tunics (Self Stripe) ... "	4.25
White Mat (Self Stripe) Detachable Collar ... "	3.75
Colored Print Tunics (Fast Collars) ... each 3.00 3.50 3.75	
Superior French Print Tunics, Stiff Front and Cuffs ... "	4.50
Best Coloured Zephyr & Oxfords (Tunics) best quality ea. 4.00 4.25	
Colored Flannel Shirts, Detachable Collar ... each 6.50	
" " Unshrinkable ... " 8.50	

ENGLISH HANDMADE NECKWEAR.

Fly End or handkerchief Ties ... each	1.00 to 2.50
Made up colored Silk Bows ... 75 cts. 1.00 1.25	
Ascot Ties for Tying in a large Puff of Black Satin, Black Soft Silk, Black figured Silk, or Blue with White Spot Foulard ea. 2.50	
Stock Ties for Riding, etc., ... each 1.25 1.50 2.50	
A large Variety of Woven Silk Tubular, Bow Tie, all latest patterns ... each 1.00	
A small Tie suitable for Bow or Knot in light and dark colors fine quality Silk ... 1.00 to 1.50	
Four in hand or Derby Ties ... each 75 cts. to 2.50	
Etc., Etc., Etc.	

Everything for Ladies' & Children's Wear.

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Plain Black or Navy Cashmere ... pair 1.00 1.25 1.50	
Fancy or Stripes, Cashmere, Silk and Wool, light and dark ... 1.50 1.75 2.00 2.25 2.50 2.75 3.00	
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Embroidered Silk for Dress Wear ... 2.75 to 6.50	
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Tan Silk and Wool, Splendid value ... 1.75	
Lisle Thread, Plain Black or White ... 1.00	
" (Openwork) ... 1.00 1.50	
" Embroidered ... for Dress Wear pair 1.75	
Black Ribbed Imitation Silk ... pair 1.25	
Fine Black Cotton, Embroidered ... doz. pairs 4.50	
Pure Natural Wool ... 1/2 Hose pair from 0.85	
Merino ... pair from 0.40	
Warm Woollen for Winter Wear ... pair from 1.00	
Tan Cotton "Hercules" Special ... pair 1.00	
Hose for Shooting, Football, Cycling, Golfing etc., a large variety of Patterns, Scotch Knit ... pair 2.00 to 4.50	

UNDERWEAR:—

English Dalbriggan ... vests each 1.65 to 2.50	
" ... pants " 1.85 to 2.50	
India Gauze ... vests " 1.25 to 1.50	
" ... pants " 1.25 to 2.00	
" Athletic Vests, no buttons ... 2.00	
Pink or Pale Blue Wool ... vests " 3.00 to 3.25	
" ... pants " 3.00 to 3.25	
Natural Undyed Wool ... vests " 2.75 to 4.00	
" ... pants " 3.00 to 4.25	
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" ... pants " 5.00 to 6.00	

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A splendid selection of Woollen Rugs, fringed	
6.00 7.50 8.50 10.00 12.50 14.00 16.00 20.00 25.00	
Reversible ... 9.00 12.00 15.00	
Pure Wool, Scotch make ... 12.00 15.00 18.00 20.00	
Tartans in all the leading Clans 15.00 17.50 22.00 24.00 25.00	

TRUNKS & TRAVELLING REQUISITES:—

A large assortment of Trunks in various sizes, light or heavy weight ... each from 17.50 to 45.00	
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Small Trunks, suitable for Cabin use, in American Cloth, Mail Canvas and Leather, prices ranging ... each from 15.00 to 25.00	
Tin Trunks in all sizes, Sole Leather suit Cases each 28.00 to 35.00	
Fitted Dress suit Cases, sole Leather, containing pair best quality military hair brushes, hat brush, clothes brush, shaving brush in bottle, tooth brush in bottle, razor, strop, mirror, price 50.00 to 70.00	
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Fitted Bags, best cowhide ... 70.00 to 90.00	
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Waterproof Holdalls, Umbrella Cases, etc., etc. ...	
Luggage Straps, labels, etc. at moderate prices ...	

SUNDRIES:—

Braces \$1.00 to 3.00 pair, Links and Studs of all kinds ...	
Leather Belts, ... Pigskin 2.00 Football belts from 0.75	
Black Silk cummerbunds for dress wear ... each 3.00 3.25	
Puggarees, 0.85 to 3.00 ... Hatguards, Armlets, etc. ...	

Everything for Ladies' & Children's Wear